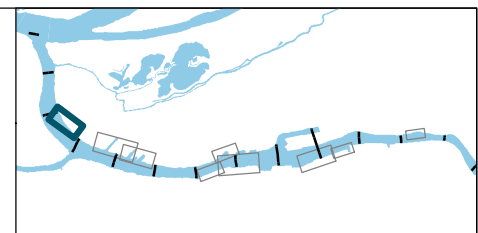
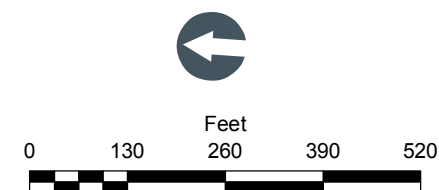




- LEGEND**
- |                            |                          |  |
|----------------------------|--------------------------|--|
| EPA SubSMA Alt F           | Tax Lots                 | EPA Preferred Technology (June 2014) Cap |
| River miles                | Navigation Channel       | Dredge                                   |
| Portland Harbor Study Area | Existing Remediation Cap | EMNR                                     |
| Docks and Structures       | Sediment Cores           |  |



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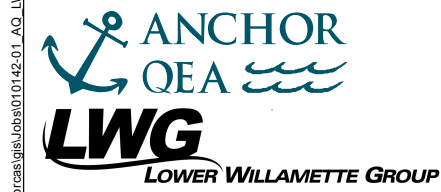


**LEGEND**

EPA SubSMA Alt F	Tax Lots	<b>EPA Preferred Technology (June 2014)</b>	
River miles	Navigation Channel		Cap
Portland Harbor Study Area	Existing Remediation Cap		Dredge
Docks and Structures	Sediment Cores		EMNR

0 170 340 510 680

Feet



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Figure 1b  
**Portland Harbor RI/FS**  
Draft Feasibility Study  
EPA Preferred Technology Analysis  
Cross Section Location SMA 3



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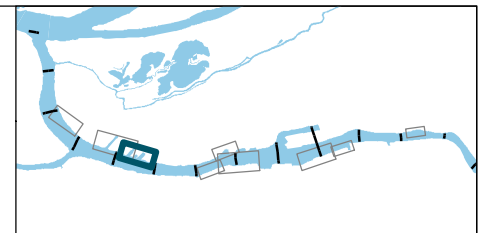
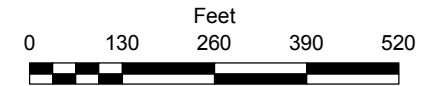
**LEGEND**

- EPA SubSMA Alt F
- River miles
- Portland Harbor Study Area
- Docks and Structures

- Tax Lots
- Navigation Channel
- Existing Remediation Cap
- Sediment Cores

**EPA Preferred Technology (June 2014)**

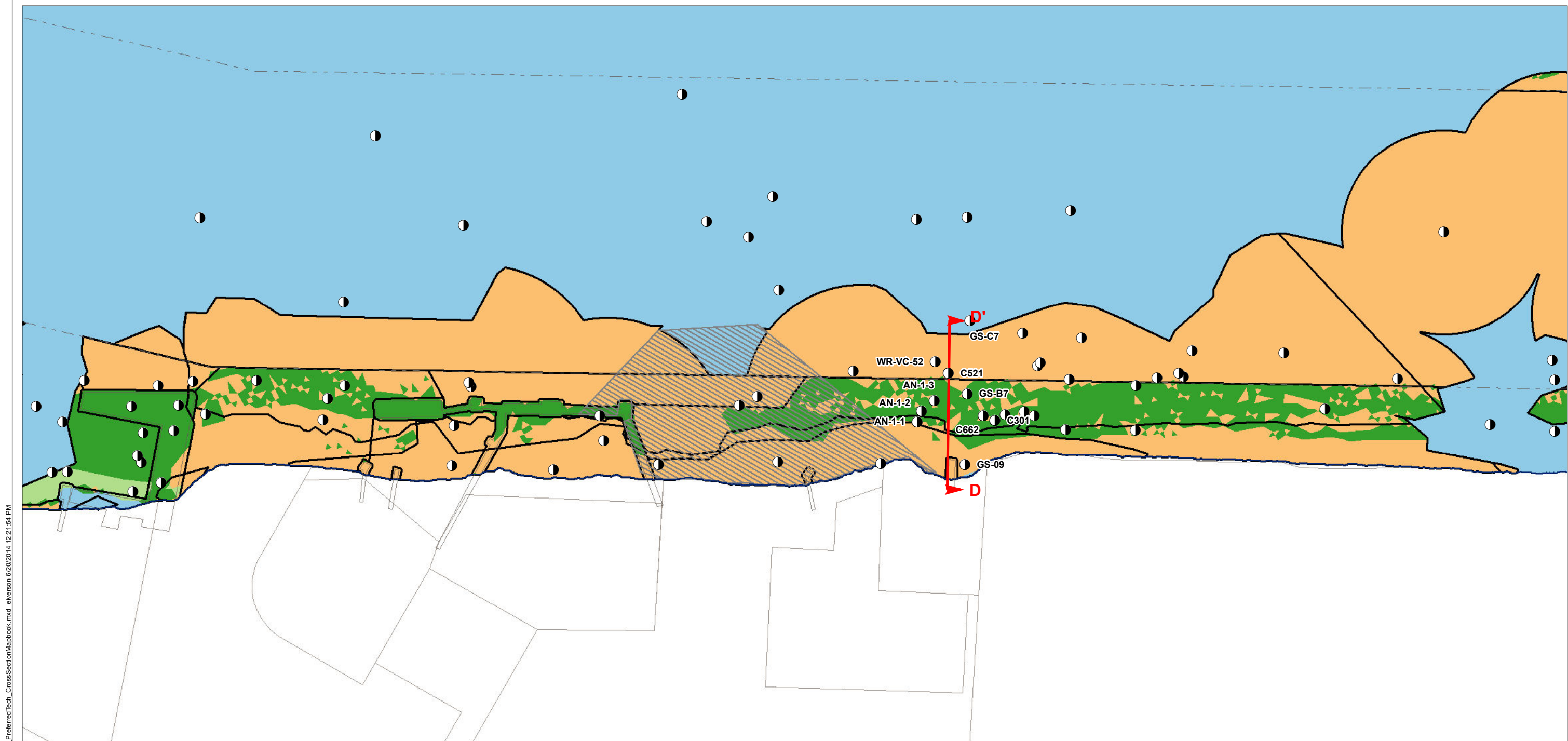
- Cap
- Dredge
- EMNR



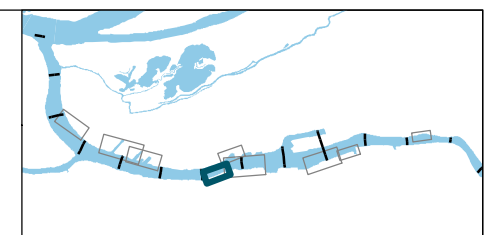
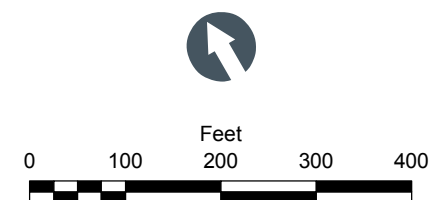
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Figure 1c  
**Portland Harbor RI/FS**  
Draft Feasibility Study  
EPA Preferred Technology Analysis  
Cross Section Location SMA 6



- LEGEND**
- EPA SubSMA Alt F
  - River miles
  - Portland Harbor Study Area
  - Docks and Structures
  - Tax Lots
  - Navigation Channel
  - Existing Remediation Cap
  - Sediment Cores
  - EPA Preferred Technology (June 2014)
  - Cap
  - Dredge
  - EMNR



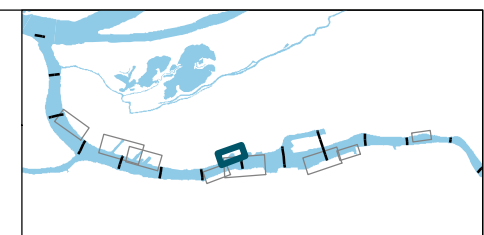
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Figure 1d  
**Portland Harbor RI/FS**  
 Draft Feasibility Study  
 EPA Preferred Technology Analysis  
 Cross Section Location SMA 9





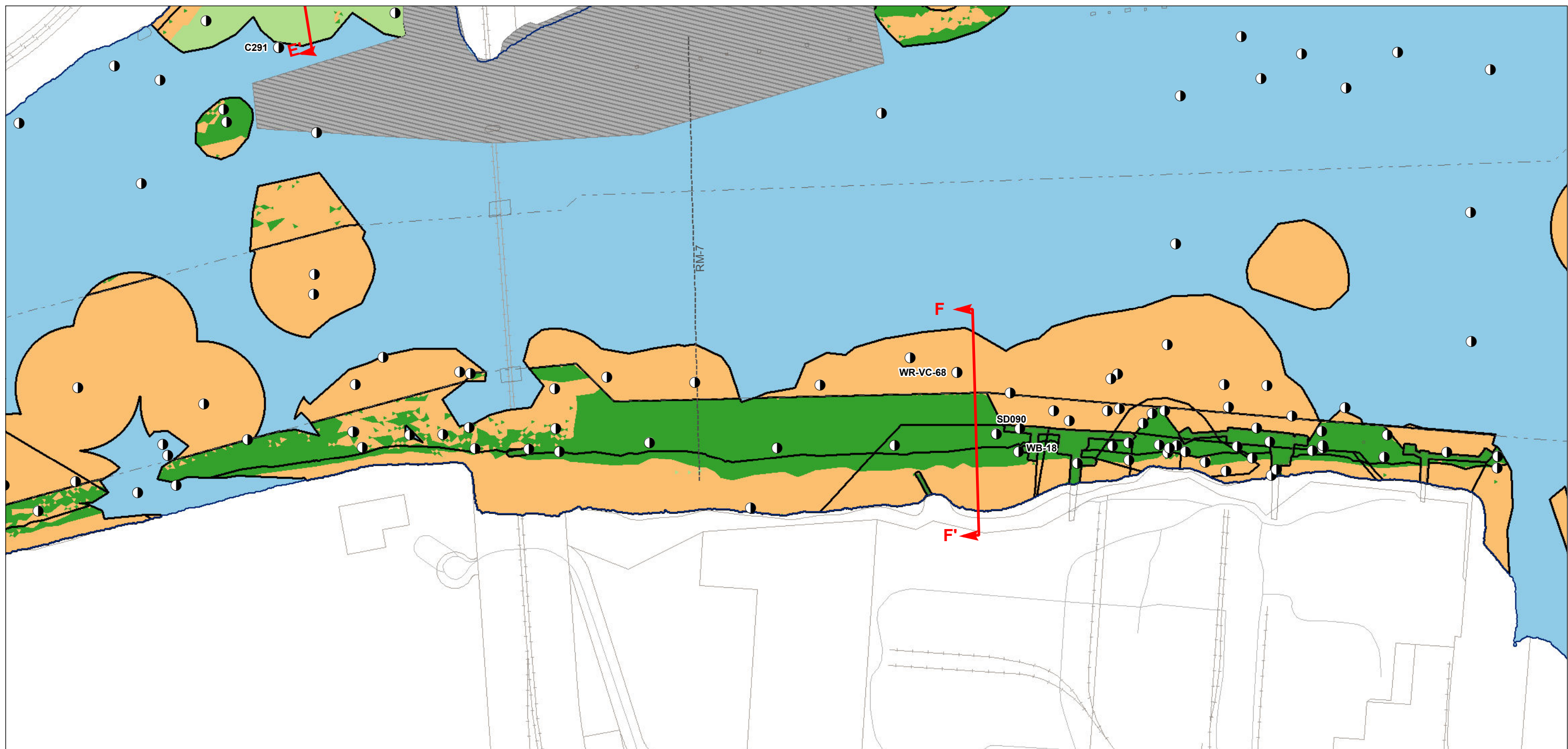
- LEGEND**
- |                            |                          |   |
|----------------------------|--------------------------|---|
| EPA SubSMA Alt F           | Tax Lots                 | <b>EPA Preferred Technology (June 2014)</b> |
| River miles                | Navigation Channel       | Cap   |
| Portland Harbor Study Area | Existing Remediation Cap | Dredge                                      |
| Docks and Structures       | Sediment Cores           | EMNR  |



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Figure 1e  
**Portland Harbor RI/FS**  
 Draft Feasibility Study  
 EPA Preferred Technology Analysis  
 Cross Section Location SMA 13

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**LEGEND**

EPA SubSMA Alt F	Tax Lots	<b>EPA Preferred Technology (June 2014)</b>
River miles	Navigation Channel	
Portland Harbor Study Area	Existing Remediation Cap	
Docks and Structures	Sediment Cores	
		Cap
		Dredge
		EMNR

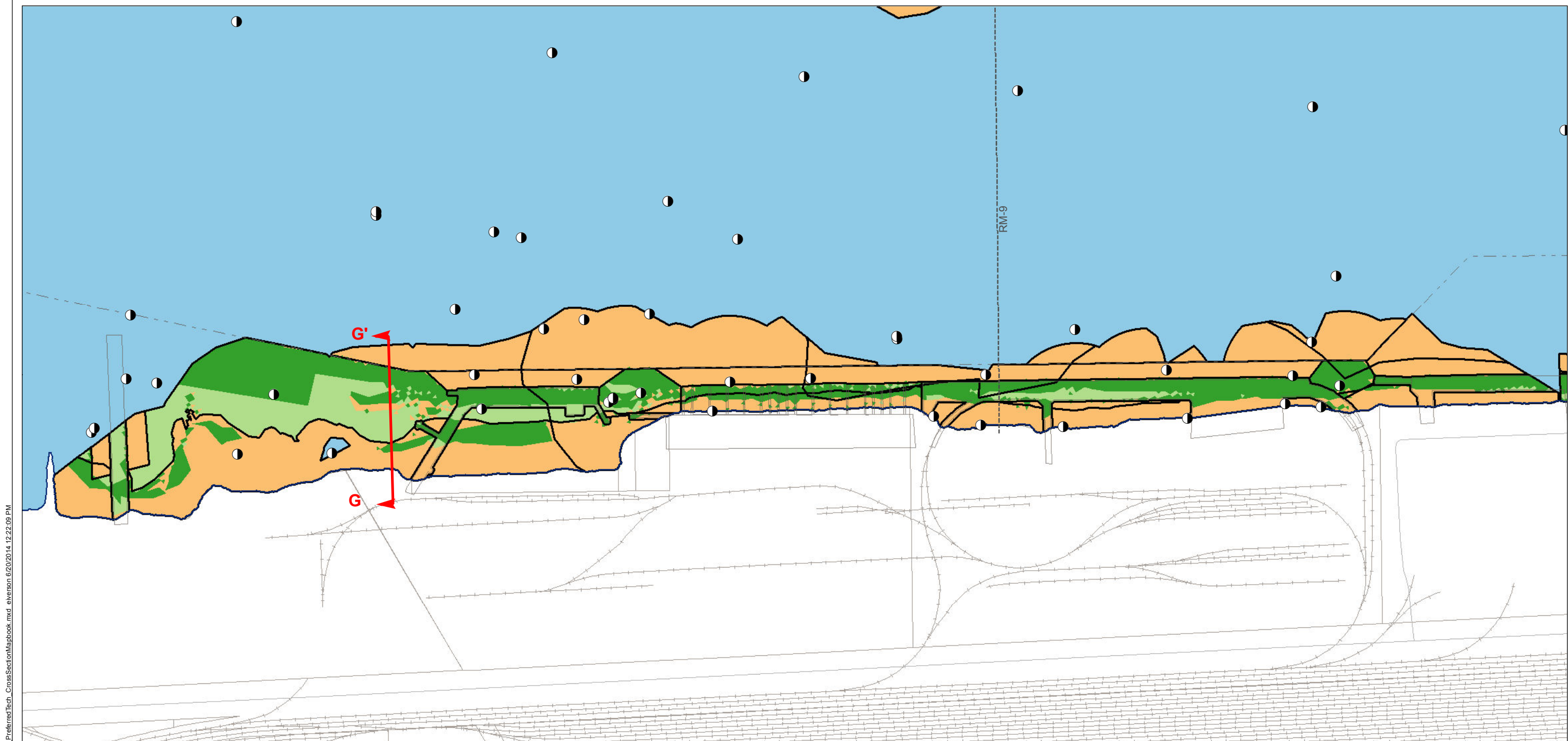
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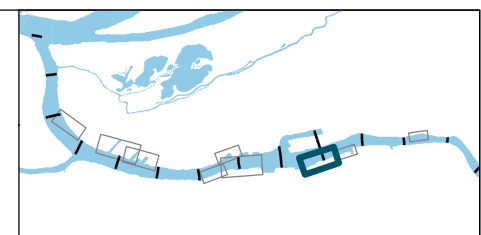
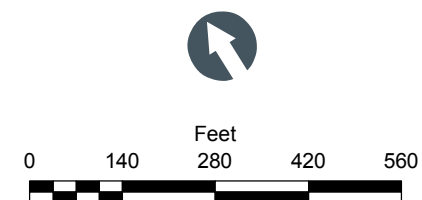
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Figure 1f  
**Portland Harbor RI/FS**  
Draft Feasibility Study  
EPA Preferred Technology Analysis  
Cross Section Location SMA 14

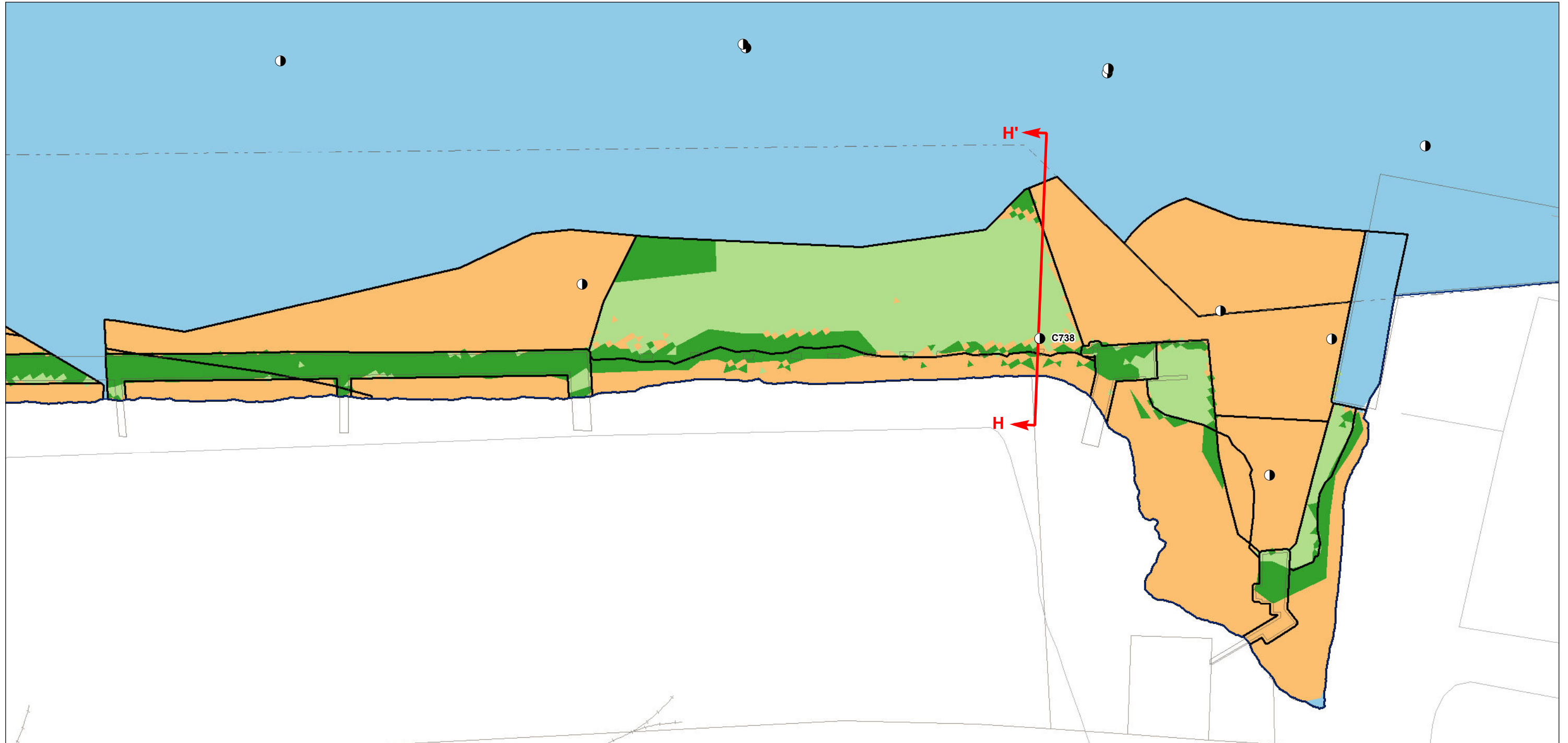




- LEGEND**
- |                            |                          |   |
|----------------------------|--------------------------|---|
| EPA SubSMA Alt F           | Tax Lots                 | <b>EPA Preferred Technology (June 2014)</b> |
| River miles                | Navigation Channel       | Cap   |
| Portland Harbor Study Area | Existing Remediation Cap | Dredge                                      |
| Docks and Structures       | Sediment Cores           | EMNR  |



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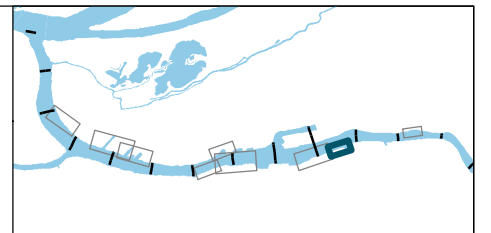
**LEGEND**

- EPA SubSMA Alt F
- River miles
- Portland Harbor Study Area
- Docks and Structures

- Tax Lots
- Navigation Channel
- Existing Remediation Cap
- Sediment Cores

**EPA Preferred Technology (June 2014)**

- Cap
- Dredge
- EMNR



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Figure 1h  
**Portland Harbor RI/FS**  
Draft Feasibility Study  
EPA Preferred Technology Analysis  
Cross Section Location SMA 20



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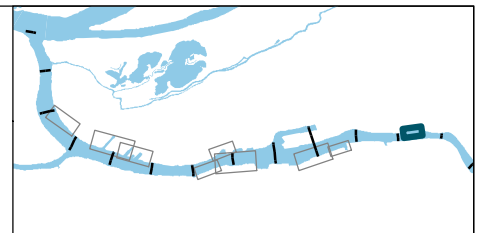
**LEGEND**

- EPA SubSMA Alt F
- River miles
- Portland Harbor Study Area
- Docks and Structures

- Tax Lots
- Navigation Channel
- Existing Remediation Cap
- Sediment Cores

**EPA Preferred Technology (June 2014)**

- Cap
- Dredge
- EMNR

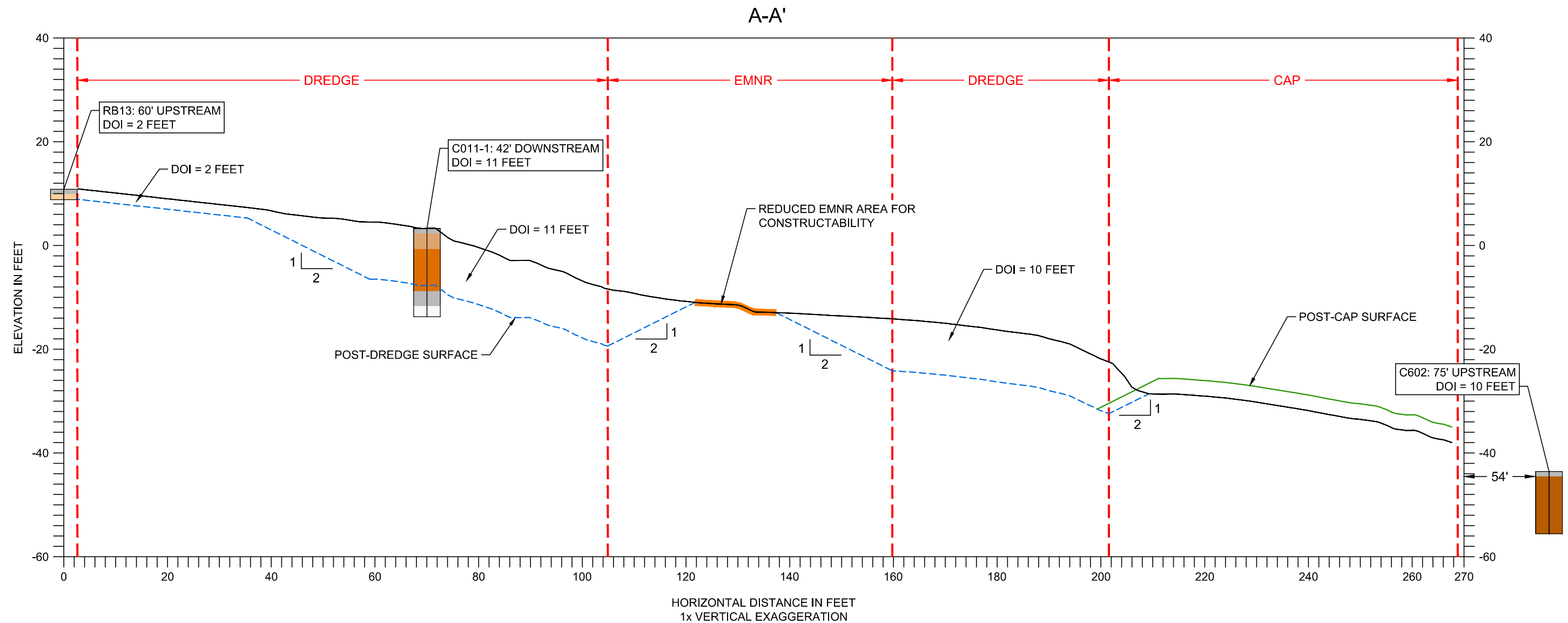


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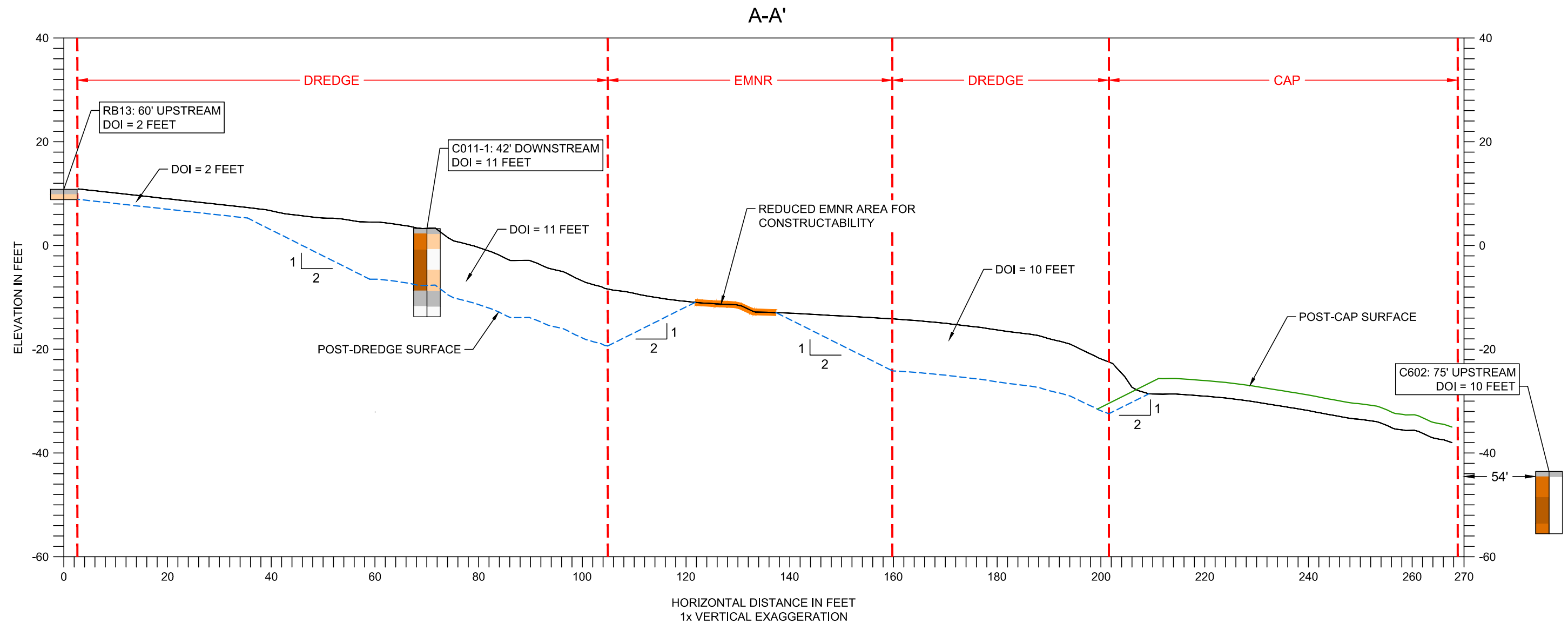
Figure 1i  
**Portland Harbor RI/FS**  
Draft Feasibility Study  
EPA Preferred Technology Analysis  
Cross Section Location SMA 25

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**VERTICAL DATUM:** NAVD88

**NOTES:**

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3. POST-DREDGE, POST-CAP, AND EMNR SURFACES SHOWN ARE BASED ON EPA PREFERRED TECHNOLOGY SCREENING PRESENTED APRIL 24, 2014. THESE SURFACES ARE CONCEPTUAL AND REPRESENT ANCHOR QEA'S UNDERSTANDING OF LIKELY IMPLEMENTABLE REMEDIATION GIVEN THE PHYSICAL CHARACTERISTICS OF THE AREAS EVALUATED. DREDGE DEPTHS ARE BASED ON ALTERNATIVE F DRAFT FS DOI AND ARE LIMITED TO A MAXIMUM OF 15 FEET.
4. CORES SHOWN ON CROSS SECTIONS WERE NOT ANALYZED FOR DIOXIN/FURANS.
5. PRG = PRELIMINARY REMEDIATION GOAL.

**LEGEND:**

- EPA PREFERRED TECHNOLOGY AREAS
- POST-DREDGE SURFACE - ALTERNATIVE F, EPA PREFERRED TECHNOLOGY
- POST-CAP SURFACE - ALTERNATIVE F, EPA PREFERRED TECHNOLOGY
- EMNR AREA - ALTERNATIVE F, EPA PREFERRED TECHNOLOGY

HUMAN HEALTH PRG  
ECOLOGICAL PRG  
APPROXIMATE LOCATION OF SUBSURFACE CORE (PROJECTED ONTO MUDLINE SURFACE, ACTUAL ELEVATION MAY VARY)

- NO CHEMICALS EXCEEDED
- ONE CHEMICAL EXCEEDS
- TWO CHEMICALS EXCEED
- THREE CHEMICALS EXCEED
- NOT ANALYZED

0 20  
Scale in Feet



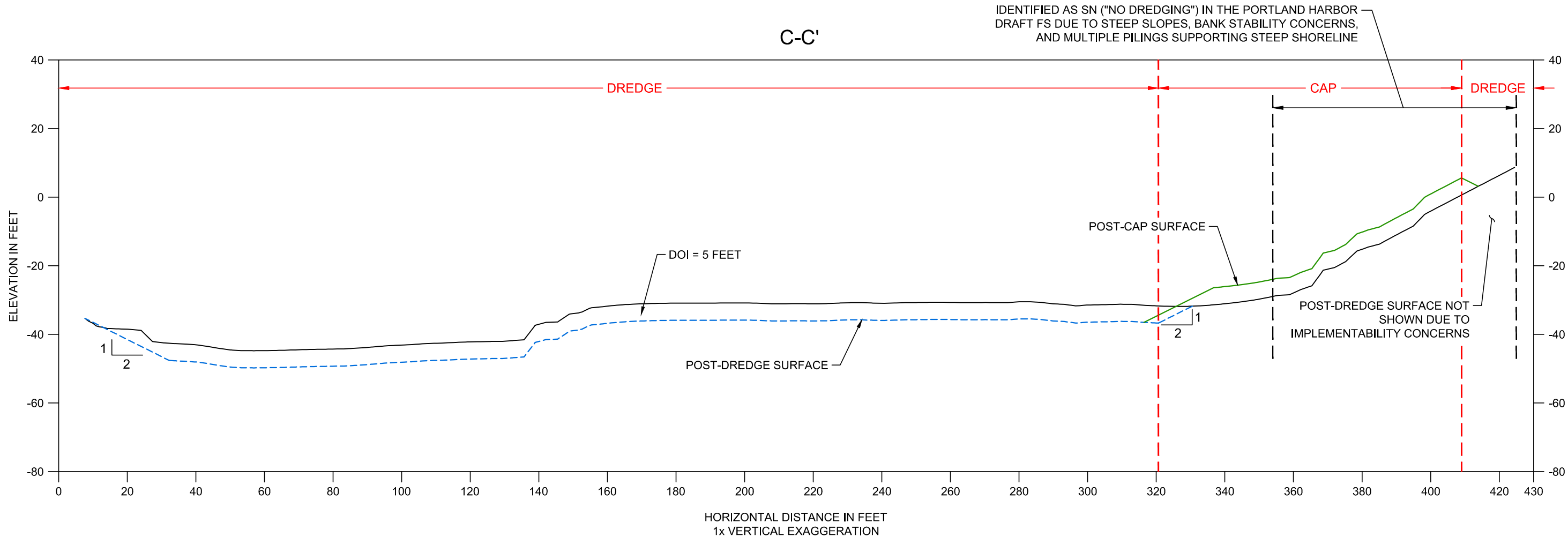
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Figure 2a.2  
**Portland Harbor RI/FS**  
PRG Exceedances for HH and ECO PRGs  
Conceptual Cross Section A-A' - SMA 1





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**VERTICAL DATUM:** NAVD88

**NOTES:**

1. DOI = DRAFT FS DEPTH OF IMPACT
2. THE DREDGE DEPTH IS EQUAL TO THE DOI. WHERE THE DOI IS GREATER THAN 15 FEET, THE DREDGE DEPTH IS LIMITED TO 15 FEET.
3. POST-DREDGE, POST-CAP, AND EMNR SURFACES SHOWN ARE BASED ON EPA PREFERRED TECHNOLOGY SCREENING PRESENTED APRIL 24, 2014. THESE SURFACES ARE CONCEPTUAL AND REPRESENT ANCHOR QEA'S UNDERSTANDING OF LIKELY IMPLEMENTABLE REMEDIATION GIVEN THE PHYSICAL CHARACTERISTICS OF THE AREAS EVALUATED. DREDGE DEPTHS ARE BASED ON ALTERNATIVE F DRAFT FS DOI AND ARE LIMITED TO A MAXIMUM OF 15 FEET.
4. TECHNOLOGY AREAS SHOWN ARE FROM PREVIOUS EPA TECHNOLOGY SCREENING (APRIL 24, 2014).

**LEGEND:**

- EPA PREFERRED TECHNOLOGY AREAS
- POST-DREDGE SURFACE - ALTERNATIVE F, EPA PREFERRED TECHNOLOGY

— POST-CAP SURFACE - ALTERNATIVE F, EPA PREFERRED TECHNOLOGY

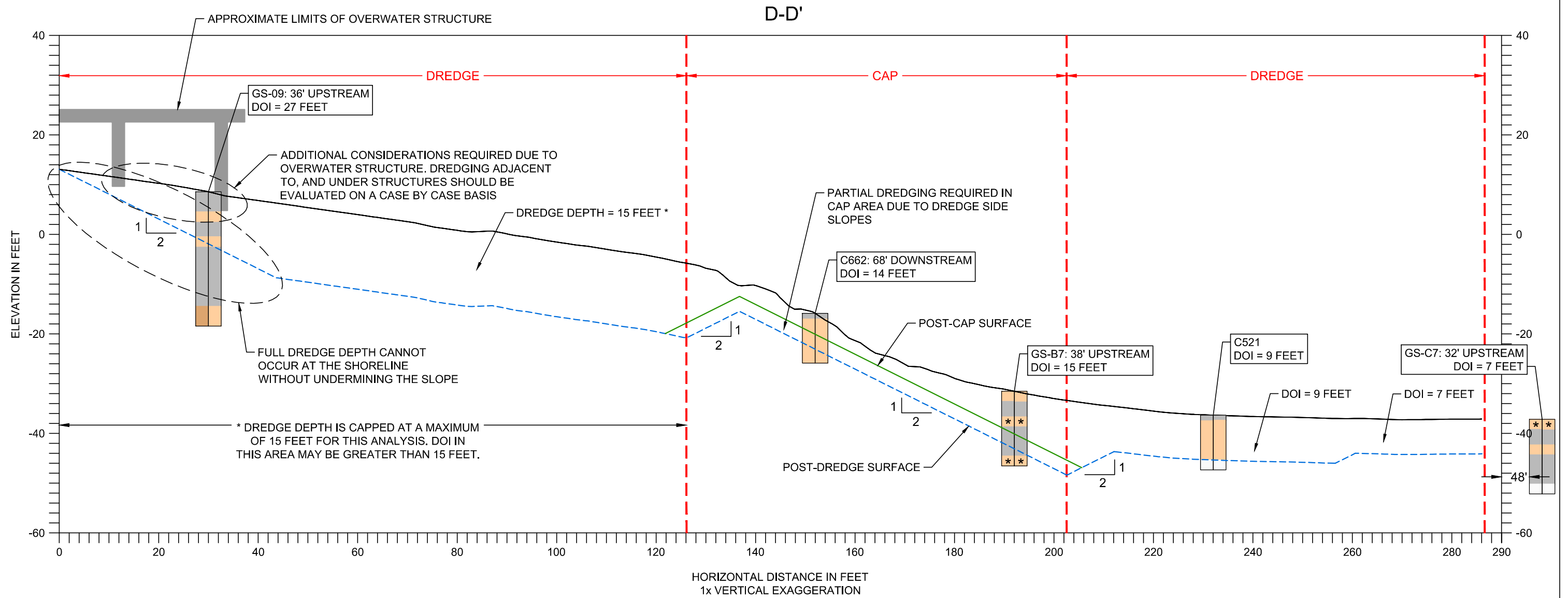
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Figure 2c  
**Portland Harbor RI/FS**  
Draft Feasibility Study  
EPA Preferred Technology Analysis  
Conceptual Cross Section C-C' - SMA 6

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**VERTICAL DATUM:** NAVD88

**NOTES:**

1. DOI = DRAFT FS DEPTH OF IMPACT
2. THE DREDGE DEPTH IS EQUAL TO THE DOI. WHERE THE DOI IS GREATER THAN 15 FEET, THE DREDGE DEPTH IS LIMITED TO 15 FEET.
3. POST-DREDGE, POST-CAP, AND EMNR SURFACES SHOWN ARE BASED ON EPA PREFERRED TECHNOLOGY SCREENING PRESENTED APRIL 24, 2014. THESE SURFACES ARE CONCEPTUAL AND REPRESENT ANCHOR QEA'S UNDERSTANDING OF LIKELY IMPLEMENTABLE REMEDIATION GIVEN THE PHYSICAL CHARACTERISTICS OF THE AREAS EVALUATED. DREDGE DEPTHS ARE BASED ON ALTERNATIVE F DRAFT FS DOI AND ARE LIMITED TO A MAXIMUM OF 15 FEET.
4. CORES SHOWN ON CROSS SECTIONS WERE NOT ANALYZED FOR DIOXIN/FURANS.
5. RAL = REMEDIAL ACTION LEVEL.

**LEGEND:**

- EPA PREFERRED TECHNOLOGY AREAS
- POST-DREDGE SURFACE - ALTERNATIVE F, EPA PREFERRED TECHNOLOGY
- POST-CAP SURFACE - ALTERNATIVE F, EPA PREFERRED TECHNOLOGY

- EPA RAL
- DRAFT FS RAL
- APPROXIMATE LOCATION OF SUBSURFACE CORE (PROJECTED ONTO MUDLINE SURFACE, ACTUAL ELEVATION MAY VARY)
- DOES NOT EXCEED ANY RAL
- EXCEEDS ALL RALS (B, D, E, AND F)
- EXCEEDS RALS D, E, AND F
- EXCEEDS RALS E AND F ONLY
- EXCEEDS RAL F ONLY
- NOT ANALYZED
- \* EPA "SOURCE" MATERIAL (5XB RAL)

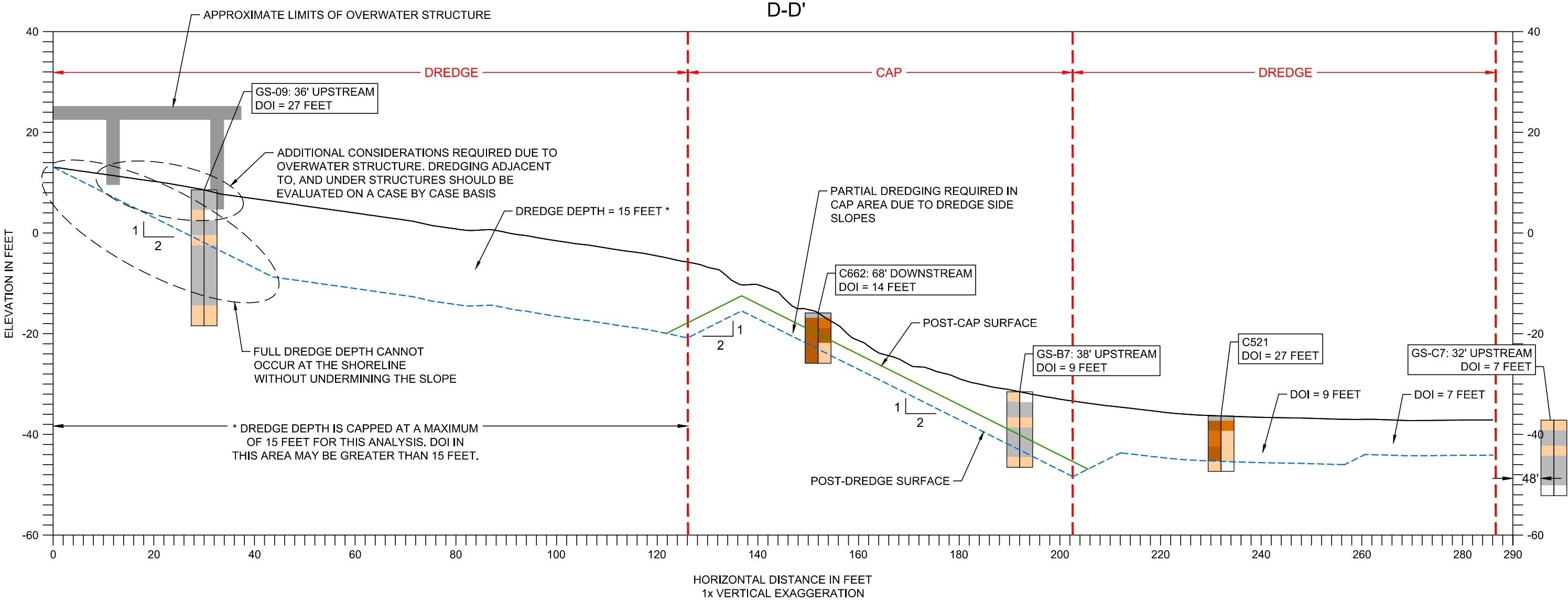


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Figure 2d.1  
**Portland Harbor RI/FS**  
RAL Exceedances for Draft FS and EPA RALs  
Conceptual Cross Section D-D' - SMA 9u



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3. POST-DREDGE, POST-CAP, AND EMNR SURFACES SHOWN ARE BASED ON EPA PREFERRED TECHNOLOGY SCREENING PRESENTED APRIL 24, 2014. THESE SURFACES ARE CONCEPTUAL AND REPRESENT ANCHOR QEA'S UNDERSTANDING OF LIKELY IMPLEMENTABLE REMEDIATION GIVEN THE PHYSICAL CHARACTERISTICS OF THE AREAS EVALUATED. DREDGE DEPTHS ARE BASED ON ALTERNATIVE F DRAFT FS DOI AND ARE LIMITED TO A MAXIMUM OF 15 FEET.
4. CORES SHOWN ON CROSS SECTIONS WERE NOT ANALYZED FOR DIOXIN/FURANS.
5. PRG = PRELIMINARY REMEDIATION GOAL.

**LEGEND:**

- EPA PREFERRED TECHNOLOGY AREAS
- POST-DREDGE SURFACE - ALTERNATIVE F, EPA PREFERRED TECHNOLOGY
- POST-CAP SURFACE - ALTERNATIVE F, EPA PREFERRED TECHNOLOGY

HUMAN HEALTH PRG  
ECOLOGICAL PRG  
APPROXIMATE LOCATION OF SUBSURFACE CORE (PROJECTED ONTO MUDLINE SURFACE, ACTUAL ELEVATION MAY VARY)

- NO CHEMICALS EXCEEDED
- ONE CHEMICAL EXCEEDS
- TWO CHEMICALS EXCEED
- THREE CHEMICALS EXCEED
- NOT ANALYZED

0 20  
Scale in Feet



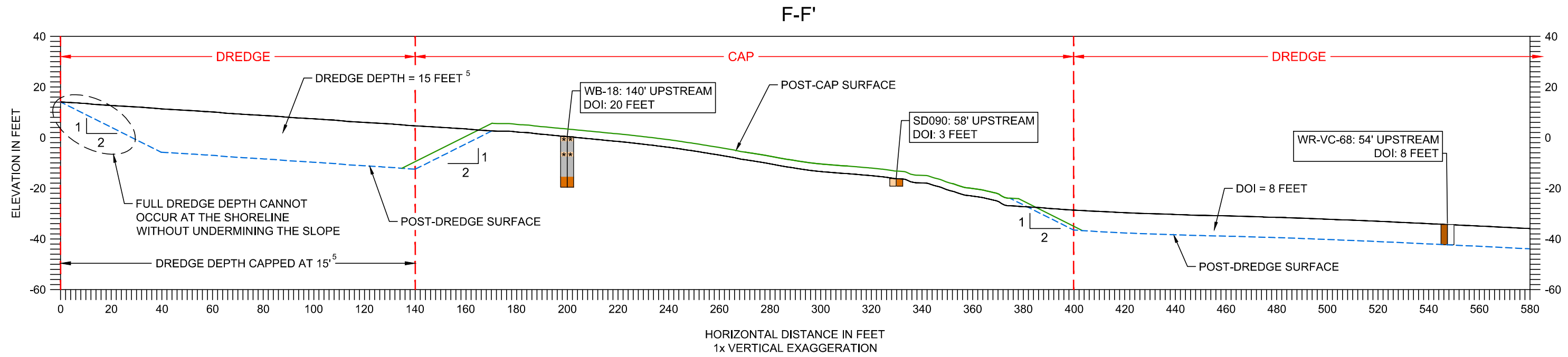
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Figure 2d.2  
**Portland Harbor RI/FS**  
PRG Exceedances for HH and ECO PRGs  
Conceptual Cross Section D-D' - SMA 9u





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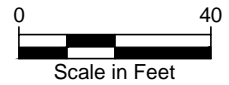
**HORIZONTAL DATUM:** OREGON NORTH STATE PLANE NAD83, INTERNATIONAL FEET.

**VERTICAL DATUM:** NAVD88

- NOTES:**
1. DOI = DRAFT FS DEPTH OF IMPACT
  2. THE DREDGE DEPTH IS EQUAL TO THE DOI. WHERE THE DOI IS GREATER THAN 15 FEET, THE DREDGE DEPTH IS LIMITED TO 15 FEET.
  3. POST-DREDGE, POST-CAP, AND EMNR SURFACES SHOWN ARE BASED ON EPA PREFERRED TECHNOLOGY SCREENING PRESENTED JUNE 9, 2014. THESE SURFACES ARE CONCEPTUAL AND REPRESENT ANCHOR QEA'S UNDERSTANDING OF LIKELY IMPLEMENTABLE REMEDIATION GIVEN THE PHYSICAL CHARACTERISTICS OF THE AREAS EVALUATED. DREDGE DEPTHS ARE BASED ON ALTERNATIVE F DRAFT FS DOI AND ARE LIMITED TO A MAXIMUM OF 15 FEET.
  4. CORES SHOWN ON CROSS SECTIONS WERE NOT ANALYZED FOR DIOXIN/FURANS.
  5. RAL = REMEDIAL ACTION LEVEL.

- LEGEND:**
- EPA PREFERRED TECHNOLOGY AREAS
  - POST-DREDGE SURFACE - ALTERNATIVE F, EPA PREFERRED TECHNOLOGY
  - POST-CAP SURFACE - ALTERNATIVE F, EPA PREFERRED TECHNOLOGY

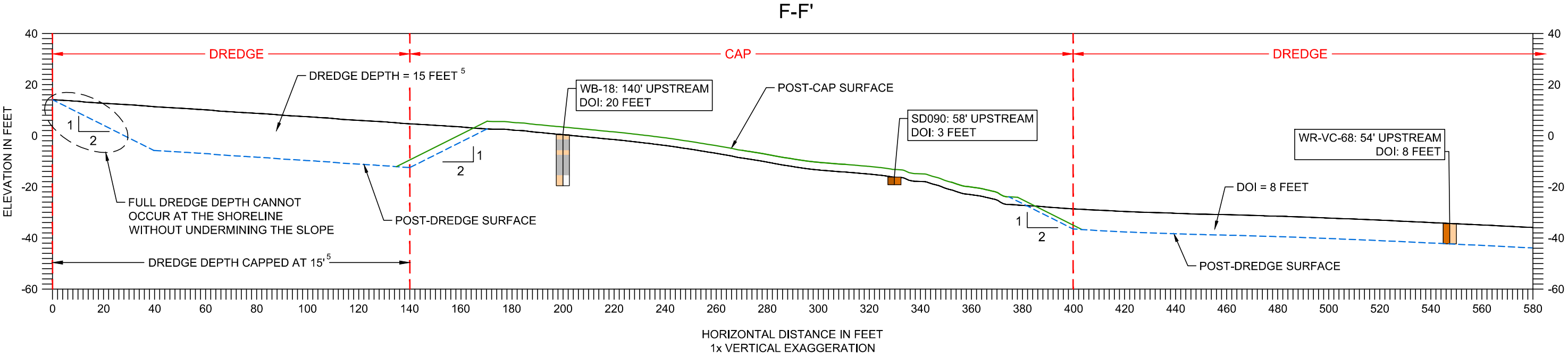
- EPA RAL
- DRAFT FS RAL
- APPROXIMATE LOCATION OF SUBSURFACE CORE (PROJECTED ONTO MUDLINE SURFACE, ACTUAL ELEVATION MAY VARY)
- DOES NOT EXCEED ANY RAL
- EXCEEDS ALL RALS (B, D, E, AND F)
- EXCEEDS RALS D, E, AND F
- EXCEEDS RALS E AND F ONLY
- EXCEEDS RAL F ONLY
- NOT ANALYZED
- \* EPA "SOURCE" MATERIAL (5XB RAL)



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Figure 2f.1  
**Portland Harbor RI/FS**  
RAL Exceedances for Draft FS and EPA RALs  
Conceptual Cross Section F-F' - SMA 14

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3. POST-DREDGE, POST-CAP, AND EMNR SURFACES SHOWN ARE BASED ON EPA PREFERRED TECHNOLOGY SCREENING PRESENTED JUNE 9, 2014. THESE SURFACES ARE CONCEPTUAL AND REPRESENT ANCHOR QEA'S UNDERSTANDING OF LIKELY IMPLEMENTABLE REMEDIATION GIVEN THE PHYSICAL CHARACTERISTICS OF THE AREAS EVALUATED. DREDGE DEPTHS ARE BASED ON ALTERNATIVE F DRAFT FS DOI AND ARE LIMITED TO A MAXIMUM OF 15 FEET.
4. CORES SHOWN ON CROSS SECTIONS WERE NOT ANALYZED FOR DIOXIN/FURANS.
5. PRG = PRELIMINARY REMEDIATION GOAL.

**LEGEND:**

- EPA PREFERRED TECHNOLOGY AREAS
- POST-DREDGE SURFACE - ALTERNATIVE F, EPA PREFERRED TECHNOLOGY
- POST-CAP SURFACE - ALTERNATIVE F, EPA PREFERRED TECHNOLOGY

HUMAN HEALTH PRG  
ECOLOGICAL PRG  
APPROXIMATE LOCATION OF SUBSURFACE CORE (PROJECTED ONTO MUDLINE SURFACE, ACTUAL ELEVATION MAY VARY)

- NO CHEMICALS EXCEEDED
- ONE CHEMICAL EXCEEDS
- TWO CHEMICALS EXCEED
- THREE CHEMICALS EXCEED
- NOT ANALYZED

0 40  
Scale in Feet

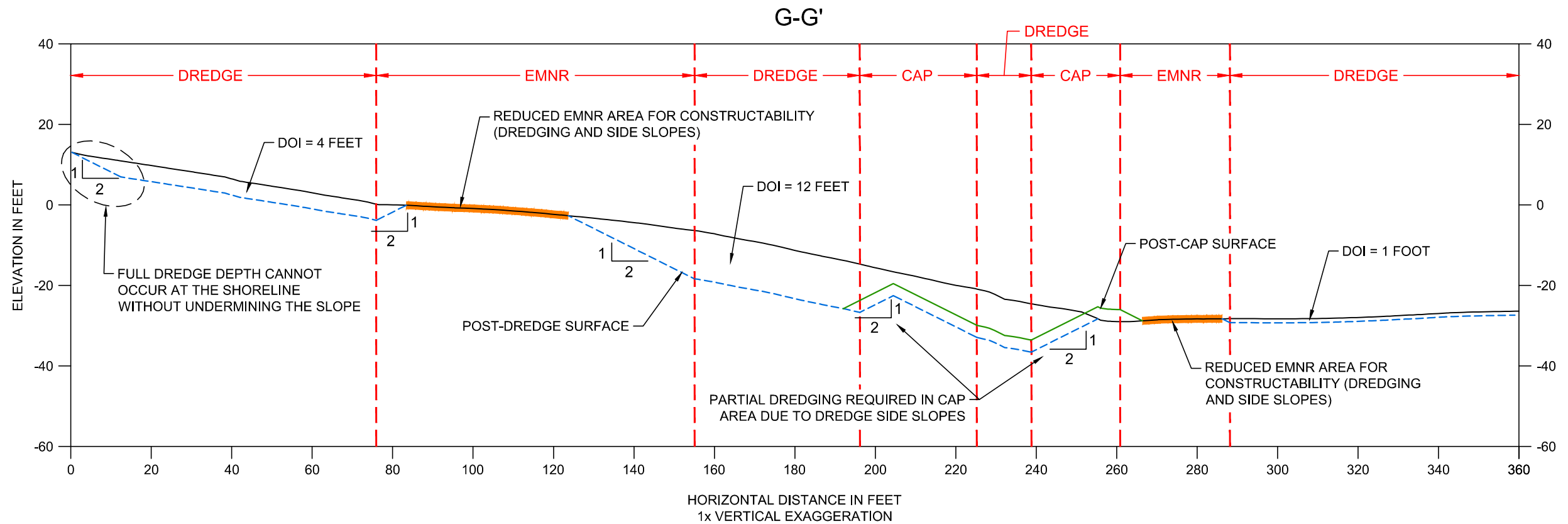


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Figure 2f.2  
**Portland Harbor RI/FS**  
PRG Exceedances for HH and ECO PRGs  
Conceptual Cross Section F-F' - SMA 14



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Jul 02, 2014 1:30pm heriksen



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**VERTICAL DATUM:** NAVD88

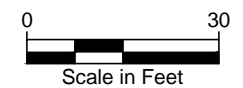
**NOTES:**

1. DOI = DRAFT FS DEPTH OF IMPACT
2. THE DREDGE DEPTH IS EQUAL TO THE DOI. WHERE THE DOI IS GREATER THAN 15 FEET, THE DREDGE DEPTH IS LIMITED TO 15 FEET.
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4. TECHNOLOGY AREAS SHOWN ARE FROM PREVIOUS EPA TECHNOLOGY SCREENING (APRIL 24, 2014).

**LEGEND:**

- EPA PREFERRED TECHNOLOGY AREAS
- POST-DREDGE SURFACE - ALTERNATIVE F, EPA PREFERRED TECHNOLOGY

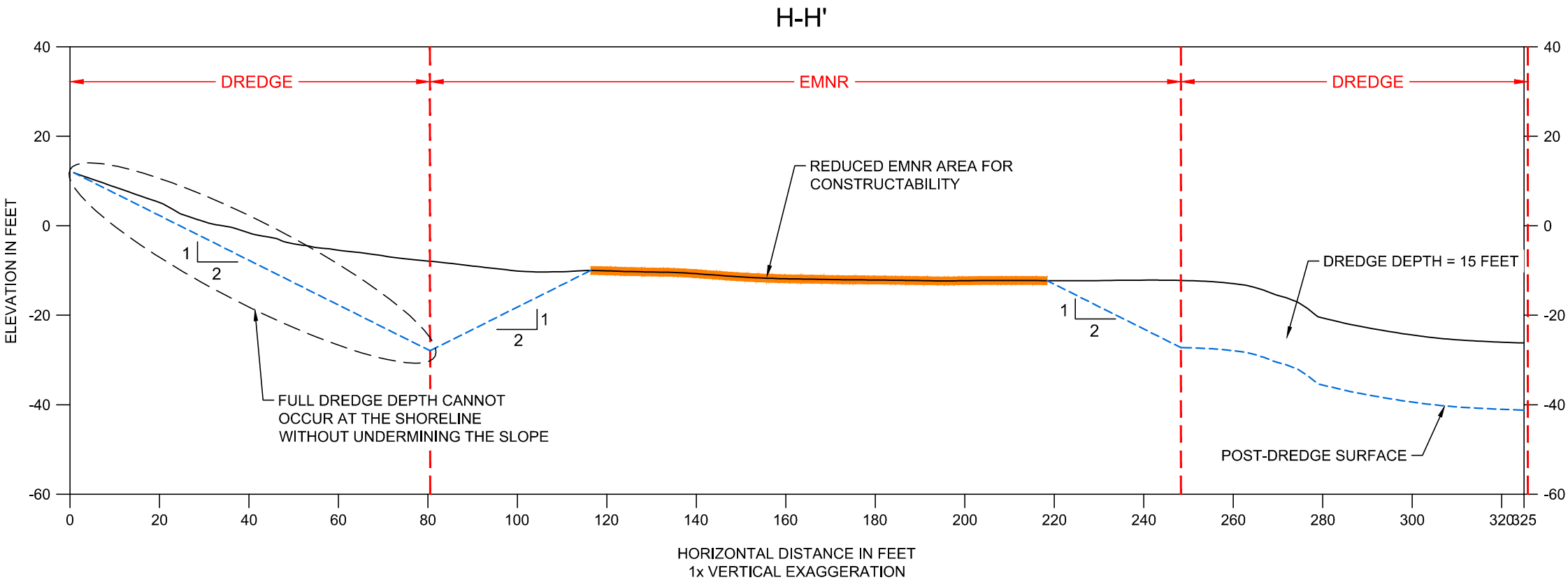
- POST-CAP SURFACE - ALTERNATIVE F, EPA PREFERRED TECHNOLOGY
- EMNR AREA - ALTERNATIVE F, EPA PREFERRED TECHNOLOGY



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Figure 2g  
**Portland Harbor RI/FS**  
Draft Feasibility Study  
EPA Preferred Technology Analysis  
Conceptual Cross Section G-G' - SMA 19

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Jul 02, 2014 1:30pm heriksen



**HORIZONTAL DATUM:** OREGON NORTH STATE PLANE NAD83, INTERNATIONAL FEET.

**VERTICAL DATUM:** NAVD88

**NOTES:**

1. DOI = DRAFT FS DEPTH OF IMPACT
2. THE DREDGE DEPTH IS EQUAL TO THE DOI. WHERE THE DOI IS GREATER THAN 15 FEET, THE DREDGE DEPTH IS LIMITED TO 15 FEET.
3. POST-DREDGE, POST-CAP, AND EMNR SURFACES SHOWN ARE BASED ON EPA PREFERRED TECHNOLOGY SCREENING PRESENTED APRIL 24, 2014. THESE SURFACES ARE CONCEPTUAL AND REPRESENT ANCHOR QEA'S UNDERSTANDING OF LIKELY IMPLEMENTABLE REMEDIATION GIVEN THE PHYSICAL CHARACTERISTICS OF THE AREAS EVALUATED. DREDGE DEPTHS ARE BASED ON ALTERNATIVE F DRAFT FS DOI AND ARE LIMITED TO A MAXIMUM OF 15 FEET.
4. TECHNOLOGY AREAS SHOWN ARE FROM PREVIOUS EPA TECHNOLOGY SCREENING (APRIL 24, 2014).

**LEGEND:**

--- EPA PREFERRED TECHNOLOGY AREAS

--- POST-DREDGE SURFACE - ALTERNATIVE F,  
EPA PREFERRED TECHNOLOGY

--- POST-CAP SURFACE - ALTERNATIVE F,  
EPA PREFERRED TECHNOLOGY

--- EMNR AREA - ALTERNATIVE F,  
EPA PREFERRED TECHNOLOGY

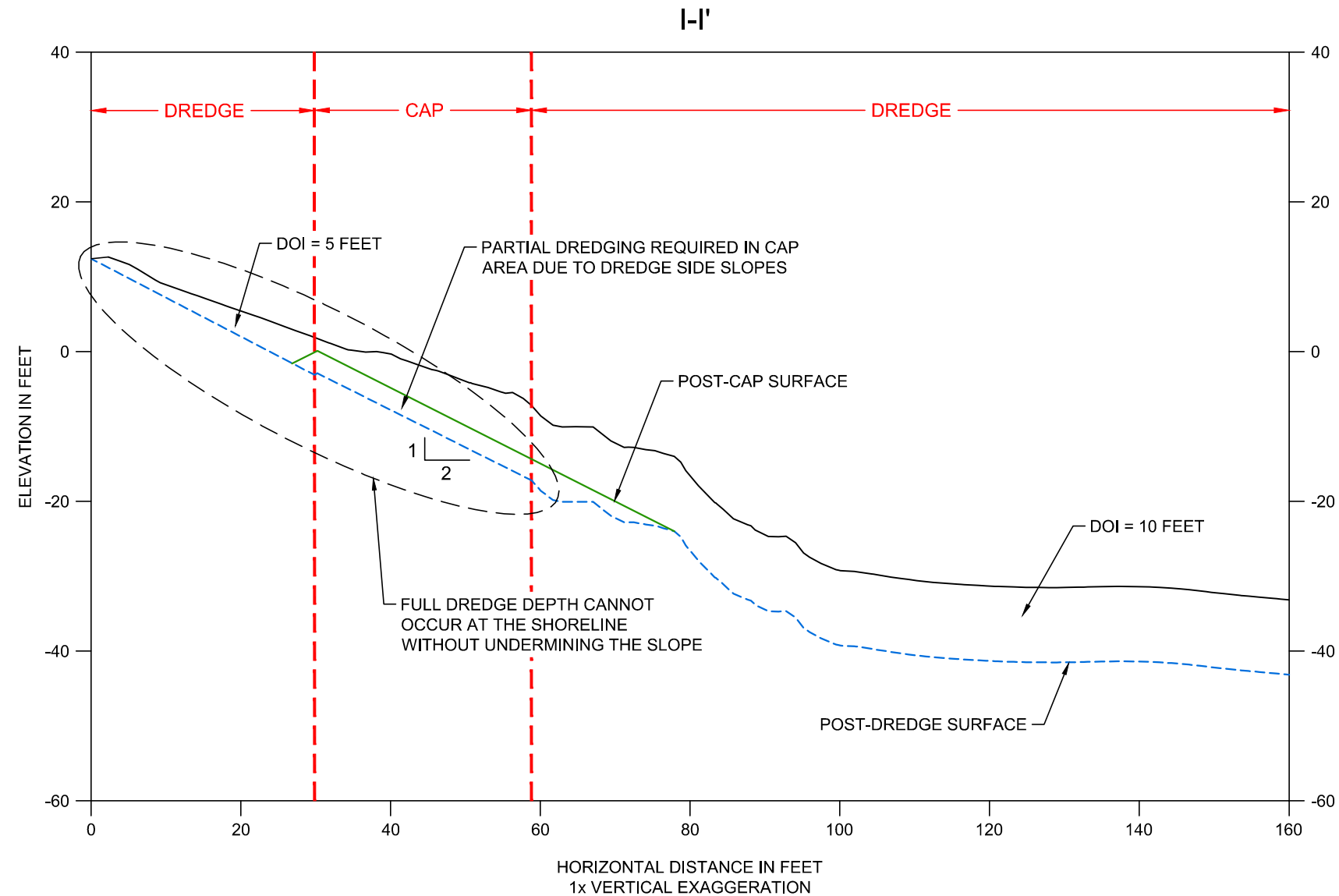
0 30  
Scale in Feet



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Figure 2h  
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EPA Preferred Technology Analysis  
Conceptual Cross Section H-H' - SMA 20

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Jul 02, 2014 1:30pm heriksen



**HORIZONTAL DATUM:** OREGON NORTH STATE PLANE NAD83, INTERNATIONAL FEET.

**VERTICAL DATUM:** NAVD88

**NOTES:**

1. DOI = DRAFT FS DEPTH OF IMPACT
2. THE DREDGE DEPTH IS EQUAL TO THE DOI. WHERE THE DOI IS GREATER THAN 15 FEET, THE DREDGE DEPTH IS LIMITED TO 15 FEET.
3. POST-DREDGE, POST-CAP, AND EMNR SURFACES SHOWN ARE BASED ON EPA PREFERRED TECHNOLOGY SCREENING PRESENTED APRIL 24, 2014. THESE SURFACES ARE CONCEPTUAL AND REPRESENT ANCHOR QEA'S UNDERSTANDING OF LIKELY IMPLEMENTABLE REMEDIATION GIVEN THE PHYSICAL CHARACTERISTICS OF THE AREAS EVALUATED. DREDGE DEPTHS ARE BASED ON ALTERNATIVE F DRAFT FS DOI AND ARE LIMITED TO A MAXIMUM OF 15 FEET.
4. TECHNOLOGY AREAS SHOWN ARE FROM PREVIOUS EPA TECHNOLOGY SCREENING (APRIL 24, 2014).

**LEGEND:**

- EPA PREFERRED TECHNOLOGY AREAS
- POST-DREDGE SURFACE - ALTERNATIVE F, EPA PREFERRED TECHNOLOGY

--- POST-CAP SURFACE - ALTERNATIVE F, EPA PREFERRED TECHNOLOGY



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Figure 2i  
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Conceptual Cross Section I-I' - SMA 25